

The Hong Kong Daily Press.

No. 9696

號六十九百八千九第

日九初月九年五十緒光

HONGKONG, THURSDAY, OCTOBER 2nd, 1889

四拜禮

號三十月十英曆

Price 3d. per Month

SHIPPING.

ARRIVALS.
October 1. ALVINE, German steamer, 400, Ben-
digo, Haplog, 28th September, and
October 2. DORIS, German steamer, 321, C. F.
Berleau, Singapore 24th Sep., and Ho-
low 1st Oct., General, Ban Hov.

DEPARTURES.
October 2. PERINO, German str., for Whampoa.
October 2. NARVA, British str., for Shang-
hai.
October 2. ACTIV, Danish str., for Hobei.
October 2. NARVA, British str., for Szwato.
October 2. NARVA, German str., for Haplog.
October 2. NARVA, British str., for Amoy.
October 2. CYCLOPS, British str., for London.

PASSENGERS.
Per Alvina, str., from Haplog, 28-31 Chi-
nese.
Per Duburg, str., from Singapore, 28-30
Chinese.
Per Peshawar, str., from Shanghai, 28-30
Chinese.
Per NARVA, str., from London, 28-30
Chinese.
Per NARVA, str., from London, 28-30
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REPORTS.
The German steamer Duburg, from Singapore
24th September, and how 1st October, reports
had variable wind and fine weather.

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September 28. Nansing, British str., from Hongkong.
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INTIMATIONS.

BOOKBINDING. by European methods,
with the best materials, and under
European supervision at
THE "DAILY PRESS" OFFICE.
Always pronounced equal to home
work and prices very moderate.

PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE.
All proofs are read and all work
superintended by Europeans. Always
equal and generally superior to that
done anywhere else.

KELLY & WALSH, LIMITED.
Wedding Number of the Graphic.
Wedding Number of Illustrated London
News.
Summer Number of the Graphic.
A splendid assortment of choice bound
Bibles, Prayer Books, Bibles, A. & M.
Portuguese Prayer Book, Christian Year,
Thomas A. Kempis, The Poeta, and
Standard Works.

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BANKS AND LAND COS.

**HONGKONG & SHANGHAI BANKING
CORPORATION.**
PAID-UP CAPITAL, £7,500,000.
RESERVE FUND, £4,000,000.
RESERVE FUND FOR PROVISIONS, £2,500,000.

COURT OF DIRECTORS.
W. H. FORBES, Esq., Chairman.
H. L. DALRYMPLE, Esq., Deputy Chairman.
W. G. BRIDGES, Esq., Secretary.
J. F. BRIDGES, Esq., Secretary.
J. F. BRIDGES, Esq., Secretary.

CHIEF MANAGER.
HONGKONG—G. E. NOBLE, Esq.
SHANGHAI—JOHN WATSON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of
2 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months 3 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 12 months 4 per cent. per annum.

CREDITORS.—Creditors are requested to
send in their claims for the purpose of
obtaining a dividend on the assets of the
company, to the undersigned, at the
office of the company, at the Hongkong
and Shanghai Banking Corporation, at
the Hongkong and Shanghai Banking
Corporation, at the Hongkong and
Shanghai Banking Corporation.

NOTICE.
THE HONGKONG SAVINGS BANK.
1.—The business of the above Bank will
be conducted by the Hongkong and Shanghai
Banking Corporation, on their premises in
Hongkong. Business hours on week-days, 10
to 3; Saturdays, 10 to 1.
2.—Sums less than £1, or more than £250 at
one time will not be received. No depositor
may deposit more than £250 in any one year.
3.—Depositors in the Hongkong and Shanghai
Banking Corporation on their premises in
Hongkong, may at their option transfer the
amount of their deposits to the Hongkong and
Shanghai Banking Corporation on fixed deposits
for 12 months at 2 per cent. per annum.
4.—Interest at the rate of 3 per cent. per
annum will be allowed to Depositors on their
daily balances.

FOR SALE.
KELLY & WALSH, LD., HONGKONG.

LET'S DIARIES.
FOR
1890.

LANE, CRAWFORD & Co.
Hongkong, 1st October, 1889.

**THE HALL & HOLTZ
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BANK.

**COMPTOIR NATIONAL D'ESCOMPTE
DE PARIS.**
CAPITAL, £s. 40,000,000.—£1,000,000, in
Shares of £100 each, of which 250 per
Share has been paid (with power to in-
crease).

BOARD OF DIRECTORS.
Messrs. DEMONTE, Esq., Governor.
Messrs. BERGER, Esq., Director of the Im-
perial Ottoman Bank.
Messrs. BERGER, Esq., Director of the Im-
perial Ottoman Bank.

CHIEF MANAGER.
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NOTICES OF FIRMS.

**THE INTEREST AND RESPONSIBILITY OF
MR. Y. A. GURRAY in our Firm has
ceased from this date.**
HONGKONG, 30th September, 1889. [254]

**MR. HERCULES JOHN SCOTT has
been admitted a PARTNER in
our Firm.**
HONGKONG, 1st October, 1889. [2055]

**I HAVE This Day admitted Mr. N. X.
ADIS and Mr. A. O. COHEN Partners
in my Business of BILL, BULLION, and
GOLD, SILVER, and the Firm from this
date will be carried on as COHEN & ADIS.
A. S. COHEN.**
HONGKONG, 1st October, 1889. [2057]

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**
NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that the SIX-
TEENTH ANNUAL MEETING of the
Society, will be held at its Head Office,
Hongkong, on THURSDAY, the 10th October,
for the purpose of receiving the Report
of the Directors and the Balance Sheet
for the year ending 30th June, 1889.
The TRANSFER BOOKS of the Society
will be closed from the 1st to the 10th
October, both days inclusive.
By Order of the Board,
N. J. EDE, Secretary.

**THE SHARE LIST CLOSURES AFTER
THE ARRIVAL OF THE STEAMER
GLAZA FROM TONKIN.**
To be incorporated under the Companies
Ordinance 1854-1856.
CAPITAL £250,000.
Divided into 50,000 Shares of £5 Each.
Payable £1 on Application, £1 on Allotment,
Balance as required, at one month's notice.
One Half of the Shares is held by the
Directors and their friends and will be
allotted in full; the remainder are now
open for Public Subscription in Tonkin
and Hongkong.
The following is Mr. HAYLOR's Report on
the Property to be purchased by the Com-
pany—
26th September, 1889.
To the DIRECTORS OF THE HONGKONG LIME
AND CEMENT WORKS, LIMITED.
GENTLEMEN,—I beg to hand you my report
on the proposed cement works at Hongkong.
The original concession was 500 metres
(1,640 ft.) long and 500 metres (1,640 ft.)
wide, this the owner proposes to sell to
your company a piece 384 ft. (118 ft.) long
and 500 metres (1,640 ft.) wide, giving an
area of nearly 150,000 square metres (1,134,550
square feet), of fairly level ground, with hills,
steep slopes, and materials, reserving
to himself the remainder.
The site is very well situated, with a sea frontage
of 384 ft. (118 ft.) at the North end of Hongkong
Bay, opposite to what the Charcoal-burners
have been extensively used in Hongkong, and
at all winds has a good anchorage, and is
deep enough for large steamers.
It is a plentiful supply of good and fresh
water on the site, and for further permission has
been granted to construct a small dam and con-
vert a valley to the North of the lot into a fresh-
water reservoir.
The cement is an artificial cement and is a
heavy load-setting cement, such as Portland
cement which closely resembles it, is of a
good colour and weighs 420 lbs. to the cask.
The cement is light and the cement has
already been extensively used in Hongkong for
floors, concrete, bricks, pilasters, etc., and is
giving every satisfaction, but as yet it has only
been cured in a very small quantity owing
to lack of machinery, may in each good
quality as it is possible to make it, although the
last year improvements have taken place in
the cement both in colour, tensile strength,
and weight. With good machinery, proper
and continuous supervision, and an abundant
supply of water you will be able to turn out the best
Portland and with the very great advantages
you enjoy of good and cheap labour, the close
proximity of a good supply of
lime, limestone, and a plentiful supply of
water you ought to turn out an exceptionally
low rate.
The Clay is to be got from the banks of the
river, the Limestone from the Limestone
Islands, etc., which surround the Bay; there are
no insuperable supply of both of these ma-
terials, which are of very good quality and vary
slightly in their chemical constituents, to the
lime and limestone used in the best cement
works in England, i.e. the Portland, Medway,
and Thames Cement Companies.
The Coal required is also close at hand and
after careful examination I find the Coal of the
District eminently adapted to the burning of
Cement.
The existing Machinery will have to be re-
moved but it can be used for the manufacture of
Bricks, and New Mills, Engines, and Machinery
will have to be erected, also a Pier of about
100 feet long to allow Steam-launches to dis-
charge their cargo.
I calculate the cost of erecting buildings and
materials at the site at £12,000, but details of
costs of new making and the cost of erection
of New Machinery I will forward you in a day
or two.
Herewith Analysis of Three Cements and a
Hydraulic Lime showing comparative con-
stituents of the Clay and Lime used in England
and at Hongkong.

**THE HONGKONG LIME AND CEMENT
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To be incorporated under the Companies
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lime and limestone used in the best cement
works in England, i.e. the Portland, Medway,
and Thames Cement Companies.
The Coal required is also close at hand and
after careful examination I find the Coal of the
District eminently adapted to the burning of
Cement.
The existing Machinery will have to be re-
moved but it can be used for the manufacture of
Bricks, and New Mills, Engines, and Machinery
will have to be erected, also a Pier of about
100 feet long to allow Steam-launches to dis-
charge their cargo.
I calculate the cost of erecting buildings and
materials at the site at £12,000, but details of
costs of new making and the cost of erection
of New Machinery I will forward you in a day
or two.
Herewith Analysis of Three Cements and a
Hydraulic Lime showing comparative con-
stituents of the Clay and Lime used in England
and at Hongkong.

**THE HONGKONG LIME AND CEMENT
WORKS, LIMITED.**
To be incorporated under the Companies
Ordinance 1854-1856.
CAPITAL £250,000.
Divided into 50,000 Shares of £5 Each.
Payable £1 on Application, £1 on Allotment,
Balance as required, at one month's notice.
One Half of the Shares is held by the
Directors and their friends and will be
allotted in full; the remainder are now
open for Public Subscription in Tonkin
and Hongkong.
The following is Mr. HAYLOR's Report on
the Property to be purchased by the Com-
pany—
26th September, 1889.
To the DIRECTORS OF THE HONGKONG LIME
AND CEMENT WORKS, LIMITED.
GENTLEMEN,—I beg to hand you my report
on the proposed cement works at Hongkong.
The original concession was 500 metres
(1,640 ft.) long and 500 metres (1,640 ft.)
wide, this the owner proposes to sell to
your company a piece 384 ft. (118 ft.) long
and 500 metres (1,640 ft.) wide, giving an
area of nearly 150,000 square metres (1,134,550
square feet), of fairly level ground, with hills,
steep slopes, and materials, reserving
to himself the remainder.
The site is very well situated, with a sea frontage
of 384 ft. (118 ft.) at the North end of Hongkong
Bay, opposite to what the Charcoal-burners
have been extensively used in Hongkong, and
at all winds has a good anchorage, and is
deep enough for large steamers.
It is a plentiful supply of good and fresh
water on the site, and for further permission has
been granted to construct a small dam and con-
vert a valley to the North of the lot into a fresh-
water reservoir.
The cement is an artificial cement and is a
heavy load-setting cement, such as Portland
cement which closely resembles it, is of a
good colour and weighs 420 lbs. to the cask.
The cement is light and the cement has
already been extensively used in Hongkong for
floors, concrete, bricks, pilasters, etc., and is
giving every satisfaction, but as yet it has only
been cured in a very small quantity owing
to lack of machinery, may in each good
quality as it is possible to make it, although the
last year improvements have taken place in
the cement both in colour, tensile strength,
and weight. With good machinery, proper
and continuous supervision, and an abundant
supply of water you will be able to turn out the best
Portland and with the very great advantages

SHIPPING IN JAPANESE WATERS

JAPANESE VESSELS.			DESTINATION.
TONS.	CUSTOMERS.		
NAGASAKI.			
PORT OF 16TH SEPTEMBER, 1889.			
str	1147	Holmes & Co	
str	1876	Brownie, Blager & Co	
bk	440	KAYLING VESSEL.	
str	1221	C. & J. Trading Co	
400	Nippon Yusen Kaisha		
KOBE.			
PORT OF 17TH SEPTEMBER, 1889.			
STEAMERS.			
str	2248	Onnos	
str	1739	Starfield & Sells	
str	1308	Samuel Samuel & Co	
str	2244	Jardine, Matheson & Co	
str	1512	Nippon Yusen Kaisha	
SAILING VESSELS.			
ph	1081	Smith, Baker & Co	
ch	350	Chinese	
bk	829	Menkian, H. & Co	
ph	1059	Debenamp & Co	
bk	1250	Smith, Baker & Co	
str	2245	C. & J. Trading Co	
str	1425	C. & J. Trading Co	
str	1567	C. & J. Trading Co	

YOKOHAMA.			
PORT ON 10TH SEPTEMBER, 1883.			
STEAMERS.			
atr	2623	O & O Co.	
atr	3018	P. M. Co.	
atr	1842	Samuel Samuel & Co	
atr	1586	Jardine, Matheson & Co	
atr	2244	Jardine, Matheson & Co	
atr	1057	Guthrie's Department	
atr	1743	Samuel Samuel & Co	
SAILING VESSELS.			
sch	60	Master	
sch	130	Jardine, Matheson & Co.	
sch	2024	C. J. & T. Trading Co.	
sch	1158	R. Jesson & Brother	
sch	146	H. J. Snow	
sch	52	J. Baker	
sch	1747	Smith, Baker & Co	
sch	391	Chinese	
sch	1514	Smith, Baker & Co	
sch	573	Jardine, Matheson & Co	

N. NORTHERN PORTS.			
TONS.	CONSIGNEES.	DESTINATIONS.	
MANILA.			

PORT ON 25TH SEPTEMBER, 1889.	
STEAMERS.	
654	F. L. Rozas
465	D. Y. Reheila
3938	Compagnie Generale
133	Ohirae
808	Smith, Ball & Co
678	Warner Blodgett & Co
SAILING VESSELS.	
1589	Maclean & Co
1345	Warner Blodgett & Co
1838	Maclean & Co
1592	Maclean & Co
1669	W. F. Stevenson & Co
1838	Smith, Ball & Co
1345	Maclean & Co
960	W. F. Stevenson & Co
833	Smith, Ball & Co
3118	W. F. Stevenson & Co
890	Maclean & Co
1849	W. F. Stevenson & Co
1038	Oedar
1889	C. Frossel & Co
838	Maclean & Co
1046	Smith & Co
1901	Smith, Ball & Co
HAIPHONG.	
PORT ON 26TH SEPTEMBER, 1889.	
STEAMERS.	

BANUKOK.			
PORT ON 14TH SEPTEMBER, 1889.			
SAILING VESSELS.			
r. bk	536	Windsor, Ross & Co	
r. bk	375	Foh See	
r. bk	167	Windsor, Clarke & Co	
r. bk	757	Jucker, Sigg & Co	
at. bk	508	Borneo Co., Limited	
r. bk	348	Jucker, Sigg & Co	
r. bk	749	A. Markwald & Co	
r. bk	384	Windsor, Clarke & Co	
l. bk	900	Jucker, Sigg & Co	
r. bk		Cedar	
at. bk		Ho Suan	
r. bk		Jucker, Sigg & Co	
l. bk	790	Jucker, Sigg & Co	
r. bk	574	Borneo Co., Limited	
r. bk	535	Shaw & Shalant	
r. bk	729	Shaw & Shalant	
d. bk	557	Borneo Co., Limited	
r. bk	538	Foh Seng	
r. bk	536	Windsor, Clarke & Co	

SQUADS IN THE CHINA SQUADRON.			
UNIFORMS.	N.P.	(A) TAIN.	WHERE.

4	3150	Com. R. B. Macdonachie	Japan
4	476	Lt.-Com. E. R. Maxwell	Crimina
14	3870	Capt. W. H. Brown	Japan
4	442	Capt. A. E. Gravel	Tokoha
3	340	In reserve	Hongko
4	455	Lt.-Com. R. T. Smith	Chengdu
4	450	Lt.-Com. Denison	Japan
8	1196	Capt. W. H. Gralgie	Japan
10	1000	Capt. Wm. H. May	Japan
10	950	Capt. Eugene Watson	Japan
4	450	Lt.-Com. J. M. Stephens	Japan
10	1140	Lt.-Com. G. H. Yonge	Hankow
10	1130	Com. J. S. Martin	Hongko
4	460	Captain Bruce	Singapo
4	560	Com. R. W. White	Japan
3	670	Com. J. S. Denison	Crimina
6	1200	Lt.-C. Maitland-Dongall	Singapo
8	1400	Capt. T. W. P. Nepham	Shanghai
12	3000	Capt. W. H. Hall	Hongko
2	1000	Com. Ho. R. King-am	Tokoha
2	840	In reserve	Hongko
4	1000	Capt. J. J. J. Charron	Japan
3	750	Com. G. A. Giffard	Japan
4	1450	In reserve	Hongko

CHINA AND JAPAN STATION

Lt. B.P.	CAPTAIN.	WHERE
		CHINA

1170	Capt. N. W. Dwyer	Totokan
1180	Capt. F. V. McMan	Totokan
900	Capt. J. H. McMan	Ngaukau
	Lieut. Com. Rawlings	Totokan
	Capt. Malmgren	Totokan
	Capt. Bugar	Totokan
	Lieut. Malm	Ngaukau
	Commander Nenny	Hilphop
	Captain Forsman	Japan
	Captain Kyrle	Shanghae
	Captain Hual	Shanghae
	Captain Juge	Shanghae
	Captain May	Ngaukau
100	Capt. Conder	Shanghae
340	Lieut. Com. R. E. Rich	Shanghae
100	Lieut. Com. Fredrick	Ngaukau
	Com. J. H. Keane	Shanghae
	Captain Caplain	Ngaukau
	Captain Dalton	Ngaukau
1100	Capt. Macdonald	Shanghae
	Capt. Macdonald	Shanghae
	Capt. Macdonald	Shanghae
258	Capt. Macdonald	Shanghae
	Capt. Macdonald	Shanghae
	Capt. Macdonald	Shanghae
	Capt. Macdonald	Shanghae
	Capt. Macdonald	Shanghae
2800	Capt. Macdonald	Shanghae